In The Specification:

Please amend the following paragraphs listed below stating page number and first line thereof:

**Page 3, Line 1:**

Figure 2A shows another type of conventional bearing assembly. In particular, the bearing assembly **110** includes a bearing **111** and a pin **113** having opposing surfaces **112** and **114**, respectively. A dry, greaseless coating material **116** is applied to a desired surface by spraying or coating the surface, such as the inner surface **114** of the bearing **111**. The greaseless, self-lubricating material **116** occupies the space between the opposing bearing surfaces **112, 114** such that the surfaces are only separated by the greaseless material. One example of a greaseless self-lubricating material **116** is a polyester, thermosetting, resin-based material incorporating polytetrafluoroethylene or TEFLON ~~Teflon~~® particles, such as the material manufactured under the name KARON ~~Karon~~ by Kamatics Corporation of Bloomfield, Connecticut. This type of material is proclaimed as self-lubricating, meaning no external grease is required to lubricate the bearing assembly **110**. Indeed, greaseless lubricants such as shown in Figure 2 were designed to overcome the disadvantages of grease lubricants shown in Figure 1, particularly in terms of load capacity and service life. Other types of greaseless lubricants are described in U.S. Patent Nos. 3,929,396 and 3,996,143.

**Page 3, Line 20:**

In particular, greaseless, self-lubricating materials operate at lower friction levels, which reduces the heat generated during operation. If heat does build up, the polytetrafluoroethylene particles typically expand more rapidly than the underlying surfaces to fill the space between the bearing surfaces, so that frictional contact between bearing surfaces **112, 114** is thwarted or

delayed, at least temporarily. Conventional practice teaches that a thicker coating of the greaseless material **116** will provide more lubrication for the bearing **110**. While true for most applications, the extreme loading conditions mentioned above may cause the greaseless material to break down. And because the greaseless material **116** allows the bearing surfaces **112, 114** to be essentially in contact with each other separated only by the greaseless lubricant, any reduction in the thickness of the greaseless lubricant can reopen the space between the bearing surfaces, which can damage the bearing or cause the bearing to fail. This is shown in Figure 2B~~A~~, wherein the greaseless material **116** has worn down in certain areas, which allows unwanted and damaging rattling or movement between the bearing assembly members **111, 113**. Thus, while greaseless lubricants provide advantageous qualities over grease lubricants, there is a need to provide a bearing assembly having a lubricant that offers even better wear and heat resistance, which leads to longer operational life of the bearing. There is also a need to provide a bearing assembly having a lubricant that is resistant to extreme loading conditions, such that the lubricant provides longer protection to the bearing in these environments compared to protection from conventional lubricants before service is required.

**Page 8, Line 8:**

Figure 7 shows a detailed cross-sectional view of the truck assembly **14**, pivot bushing **30**, and pivot pin **24** according to a preferred embodiment of the present invention. In particular, the pivot bushing **30** is disposed radially inwardly of the truck assembly **14** and is secured thereto by a frictional interference fit. The inner surface **35** of the pivot bushing **30** is proximate the pivot pin **24**, and an advantageous lubricant according to the present invention is interposed therebetween. According to one embodiment, the inner surface **35** of the pivot bushing **30** is coated with a greaseless, self-lubricating material **50**. It is also possible to apply the relatively thin coating of greaseless material **50** on both the inner surface **35** of the pivot bushing **30** and the outer surface of the pivot pin **24**. Alternatively, only the outer surface of the pivot pin **24** may be coated with the greaseless material **50**, although preferably only the inner surface **35** of the pivot bushing **30** includes the greaseless material **50**. The material **50** is preferably a

polytetrafluoroethylene-based material, such as a material sold under the trade name KARON by Kamatics Corporation of Bloomfield, Connecticut. The greaseless material **50** can be applied to the inner surface **35** of the pivot bushing **30** in a number of ways, such as spraying, brushing on, or by dipping the pivot bushing **30** in a bath of the greaseless material. The greaseless material **50** includes a solid particulate, such as polytetrafluoroethylene or TEFLON ~~Teflon~~®, that is embedded in a stabilizer material in the form of flocked, powdered, fibrous, flaked, beaded, or other forms. Other particulate materials may also be used, such as silver powder, lead powder, and the like. The greaseless material **50** has a thickness of about 0.003-0.007 inch, and preferably about 0.005 inch. As shown in Figure 7, the thickness of the greaseless material **50** is not enough to substantially fill the space defined by the pivot bushing **30** and the pivot pin **24**.

---

**Page 8, Line 31:**

---

Advantageously, the space defined by the pivot bushing **30** and the pivot pin **24** not occupied by the greaseless material **50** is occupied or filled by a grease lubricant **58**, such as an extreme pressure grease sold under the name ROYCO ~~Royco~~ 11MS manufactured by Royal Lubricants, Inc. of East Hanover, New Jersey. Other types of greases may also be used, such as any extreme pressure grease that is apparent to one of skill in the art. The chosen grease must be highly resistant to extreme dynamic bearing pressures and temperatures.

---